

REPUDIATE OFFER TO END SHIP STRIKE

Union Leaders Here Order
Recall of Envoys in
Washington.

AGREED TO TAKE CUT

Delegated Secretary Davis
to Negotiate Peace, It
Is Reported.

HARDING WAS CONSULTED

Further Conferences Due To-
day Despite Stand of En-
gineers Here.

Reports from Washington that a committee of the marine engineers had given Secretary of Labor Davis authority to act for them in negotiating a settlement of the ship strike and were willing to take a 15 per cent. wage cut with a partly compensating revision in overtime rates caused an uproar among union officers in New York yesterday.

Thomas B. Healey, chairman of the Atlantic and Gulf Council of the Marine Engineers Beneficial Association, said the committee had exceeded its authority, if the reports were true, and ordered its recall from Washington. His associate, Ernest Pegg, chairman of the Pacific coast branch of the union, who is in New York, got the committee on the telephone and di-

rected it to return to New York at once. Apparently the order was not obeyed, for, according to a despatch from Washington, the committee was still there late last night and was having another discussion with Secretary Davis.

This conference was adjourned after several hours by Secretary Davis, with the announcement that another session would be held to-day. He refused to say what progress had been made toward a settlement. He said, however, that "things are very optimistic yet."

The committee that went to Washington, at the request of the Secretary of Labor, comprised Bert L. Todd, W. H. Hyman and Clinton E. Thurston. Todd is secretary of the Atlantic and Gulf Council and business agent of "Local" No. 80, deep sea engineers. Healey, as chairman, is Todd's superior in the council, and is also business agent of "Local" No. 28, composed mostly of coastal engineers.

Healey, who was at the Continental Hotel last night and uncertain whether Todd's committee was returning to New York or not, said:

"The committee had no authority to empower Secretary of Labor Davis or anybody else to act for the engineers. It had no right to make or accept any terms whatever or to delegate that function to any person."

"The engineers will not accept a 15 per cent. cut. I have just had word that the Pacific Coast members are standing by that position to a man, and I believe there is no break among the Atlantic and Gulf members either. The engineers have got this strike won, and it is absurd for anybody to talk of concessions from us. The crew of every American ship that came into the port of New York to-day walked off."

Secretary of Labor Davis met the engineers' committee in Washington yesterday morning and also called at the White House and reviewed conditions for half an hour with President Harding. He planned to see Admiral Benson last evening and then talk with representatives of the engineers, seamen and radio operators.

It was understood there that the men had suggested they would take a 15 per cent. wage reduction if overtime rates were fixed, which would make the reduction actually range from 18 to 12 1/2 per cent. Chairman Benson of the Shipping Board said once more that the 15 per cent. cut must stand, and added he would not compromise it by revising the overtime scales upward.

SALES ARE RESUMED BY SHIPPING BOARD

Bids Sought for Hulls and
Cargo Steamships.

WASHINGTON, May 19.—The Shipping Board to-night offered for sale fifty-one wooden steamship hulls, twenty-four converted barge hulls and three steel cargo steamships. Offer of these craft constitutes the first ship sales activity by the board in several months.

Bids on the three steamships will be opened May 21. They are the South Bend, 12,189 deadweight tons, the Marica, 11,876 tons, and the Edalyn, 12,569 tons, and are at Hog Island, Pennsylvania.

Bids for the wooden hulls and barge hulls, which are located on the Pacific coast, will be opened June 15.

The terms call for 20 per cent. cash and the balance in four equal semi-annual installments covering a period of two years. The craft are located as follows: Nine steamship hulls and nine barge hulls, Alameda; thirty-two steamship hulls and eleven barge hulls, Seattle, Wash.; and ten steamship hulls and four barge hulls, Portland, Ore.

TRADE FOLLOWS FLAG ON SHIPS, SAYS EX-CONSUL

R. J. Chesebrough Says U. S.
Is Next to Britain in Egypt.

Ralph J. Chesebrough, formerly American Consul at Constantinople, who inaugurated the American Chamber of Commerce in Egypt, with headquarters in Alexandria, arrived here yesterday by the United States Mail liner Pocahontas. He said that Egyptian trade with the United States had gone so much ahead that it was now second to that of England. Contracts were being made to ship Egyptian cotton direct to the United States in American flag vessels at a saving in ocean freights of 10 per cent. Several American lines were running directly from New York.

"The American flag on ships is certainly making trade for the United States," Mr. Chesebrough said, "and with an American bank in Egypt we shall soon be in the front rank there. I have counted thirty makes of automobiles in Egypt, of which America furnished 70 per cent."



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